

EMPLOYEE:

CLAIM #



Job Analysis Form

JOB ANALYSIS SUPPLEMENT

FOOT FUNCTIONS

| | | | |
|-----------------------------------|--------------------------------|---------------------------|------------------|
| JOB TITLE | Transit Operator | JOB CLASSIFICATION | Transit Operator |
| DOT TITLE | Bus Driver (motor trans.) | DOT NUMBER | 913.463-014 |
| DEPARTMENT | Transportation | DIVISION | Operations |
| CONTACT'S NAME & TITLE | Base Chief | | |
| CONTACT'S PHONE | | | |
| ADDRESS OF WORKSITE | | | |
| VRC NAME | Neil Bennett, M.Ed., CRC, CDMS | DATE COMPLETED | 5/9/02 |
| REVISERS | Sue Stewart, Transit Safety | DATES REVISED | 10/20/04 |
| | Steve Russell, OTR | | 4/20/05 |
| | Jeff Casem, M.A., CRC | | 5/15/07 |
| | | | 5/12/08 |

Operating Controls with Feet Dominant Foot: Right ____ Left ____

Continuously for 2 hours at a time for up to 8 hours total in a work shift while driving the bus. Must be able to depress the accelerator as well as the air brake pedal continuously.

Brief description of which positions are required and which tasks are performed in each position:

King County Metro operates several different makes and models of buses, with operator foot controls described as follows: The driver's right foot rests on the floor, a raised plate or heel cups directly in front of the throttle and brake pedals. The driver will operate each pedal independently of one another, requiring movement of the foot from one pedal to the other. The driver seat adjusts forward and back as indicated to provide a range of distances. The measured maximum force to fully engage the brake system at fully charged status is the maximum force required, obtained through 3 measurement trials at both quick and slow application. The measurement of the Gillig Trolley was performed in both stationary position and in motion. The Gillig Trolley utilizes a combination air brake and dynamic braking system. It is not necessary to fully apply maximum brake pressure to stop and/or control the coach under all conditions.

Frequency and duration of pressure application will vary by route and bus. Measurements include replication of panic stop from 20 mph with 3 seconds of severe application, to measured stops taking 5 -10 seconds to make a smooth, controlled stop on level ground at speeds of 5 and 20 mph. Retarder function allows for the transmission to assist in the braking application at speeds above 8 mph under normal braking conditions. All busses have some sort of retarder at this time. The BREDA fleets of busses have been retired eff. Dec. 2004 but 59 will return as Trolley busses, replacing the 4000 MAN Trolleys. As they will be only electric mode busses with the dynamic

EMPLOYEE:

CLAIM #

Job Analysis Supplement
 DOT Title: Transit Operator
 DOT number: 913.463-010

Page 2

braking system coupled with the air brakes, with a reduction in overall weight of the coach due to this conversion, it is expected that brake force pressures will actually be slightly less in the future.

| Bus Make/Model | Throttle-Brake Lateral Distance | Degree of Pedal Pronation | Brake Pedal Neutral Angle | Brake Pedal Max Angle |
|--|--------------------------------------|------------------------------------|---|--|
| 30/40 foot Gillig | 5.25 inches | 12.5 | 45 | 27.5 |
| 40 Gillig 4100 Trolley | 5.25 inches | 12.5 | 45 | 27.5 |
| Breda Articulated | 5 inches | 8 | 38 | 13.5 |
| Trolley-900 40 Ft. (New) | 6.5 inches | 8 | 43.5 | 20 |
| Trolley- MAN 60 Ft. | 5 inches | 8 | 52 | 28 |
| Americana 40 Ft D | 5 inches | 12.5 | 47 | 23 |
| New Flyer Articulated | 5 inches | 10 | 43 | 25 |
| | | | | |
| Bus Make/Model | Close seat pan to pedal tip distance | Far seat pan to pedal tip distance | Average Peak Force under gradual stopping (5-10 sec duration) | Average Peak Force – Panic Stop (1-3 sec duration) |
| 30/40 foot Gillig | 18.75 inches | 27.25 inches | 23.4 - 34.7 pounds | NA |
| 40 Gillig 4100 Trolley | 18.75 inches | 27.25 inches | 30 pounds | 40 pounds |
| Breda Articulated | 20 inches | 24 inches | 28.7- 41.0 pounds | 67.7 pounds |
| Trolley-900 40 Ft. (New) | 17 inches | 26 inches | 77.5 pounds | 87.5 pounds |
| ❖Trolley- MAN 60 Ft. (Bus to be replace '05) | 17.5 | 28 | 82.5 pounds | 85 pounds |
| Americana 40 Ft D | 18.5 | 28.5 | 29.5 – 38.3 pounds | 67.5 pounds |
| New Flyer Articulated | 16.5 | 26 | 14.4 – 18.9 pounds | 52.7 pounds |
| | | | | |

 Signature & title of evaluator

 Date

 Signature & title of contact

 Date

 Signature & title of employee

 Date

PHYSICIAN:

- ☐ I agree that the above name injured worker can perform the physical activities described in this job analysis supplement and can return to work. State date worker is released to return to work if different from today's date _____.
- ☐ I agree that the above named injured worker can perform the physical activities described in this job analysis supplement on a part-time basis for _____ hours per day, _____ days per week. The worker can be expected to progress to full-time, regular duties in _____ weeks ☐ or months ☐
- ☐ I agree the injured worker can perform the described job but only with modifications (described in comments section). Modifications are needed on a ☐ permanent or ☐ temporary basis.
- ☐ The above named injured worker temporarily cannot perform this job based on the following physical limitations:

Anticipated release date: _____

Treatment plan:

- ☐ The above named injured worker is permanently restricted from performing the physical activities described in this job analysis based on the following physical limitations (state objective medical findings):

Comments:

Physician

Date